

OVERLAND CHINA
PUBLISHED EVERY
WEEK
Contains the World's News
of Hongkong and the
Far East.
Price (including Postage) to
any part of the world
\$15 per annum.

The China Mail.

ESTABLISHED 1840
Barometer 29.71 Rainfall 0.00 Humidity 89.

July 6, 1920, Temperature 70

July 6, 1920, Temperature 60.

No. 18,303.

三拜禮

號六月七年一十二百九千一英

HONGKONG, WEDNESDAY

JULY 6, 1920.

日二初月六酉辛次歲年十國民華中

PRICE \$3.00 Per Mo.

BUSINESS NOTICES

FANS.

THE HOT WEATHER IS HERE
BUY NOW.



LARGE STOCKS.

THE GENERAL ELECTRIC Co. (of China), Ltd.
Queen's Buildings. Tel. 518.

DRAGON MOTOR CAR CO., LTD.

(THE EUROPEAN GARAGE)

Open and Closed

CARS FOR HIRE

TEL. 482. In Hongkong and Kowloon. TEL. 3552.

Dana Textile Driving Belts,
Cycloid Ball Bearings,
Electric Motors,
Scientific Instruments.

FROM

THE DANISH CHINESE COMMERCIAL CO., LTD.

1A, Chater Road.

Just unpacked

DUNHILL'S GOODS

Standard Briar pipes
Shell
Quaint shaped
Ladies'
Pipes in cases.

Cigarette Holders
Oilskin Tobacco pouches
Pipe gloves
Carbon cutters
Tobacco saddies.

My Mixture
Standard Mixture
Cuba Havana Mixture.

TABAQUERIA FILIPINA

38 Queen's Road Central.

LIQUEUR D'ANIS

L'ANGORA

TONIQUE RAFAELISSANT.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO., LTD.
15, QUEEN'S ROAD CENTRAL. TEL. 767.

JUST RECEIVED

DINNER RINGS
OF
UNEXCELLED BEAUTY.

J. ULLMANN & CO.
HONGKONG

TO-DAY'S CABLES

(Reuter's Service to the China Mail)

HONGKONG'S BAD NAME.

MANY URGENT HEALTH PROBLEMS.

COMMISSIONER'S REPORT.

INFANT MORTALITY HIGH VENEREAL DISEASE PREVALENT.

LONDON, July 5.

The Eastern Commission of the National Council for Combating Venereal Diseases, reporting at the annual meeting, stated that owing to the progressive views held by the Municipal Council of Shanghai there was every prospect that many of the recommendations made would be carried out. Since the visit of the commission the National Council had been informed that a venereal specialist would be appointed and arrangements would be made for the treatment of seafarers, also that a Shanghai Welfare Association had been formed. No definite information had been received with regard to opening a Hongkong seafarers' clinic but the Commission reported that the Governor had requested them before leaving to confer with the principal civil medical officers and had also courteously agreed to arrangements for the distribution of literature through the Colonial Secretary. It was pointed out that public health administration in the East was a difficult problem and that even in Hongkong which had been a Crown Colony for eighty years many urgent problems still required attention. The infant mortality was extremely high and venereal disease very prevalent.

IRISH PEACE MOVEL.

SUSPENSION OF HOSTILITIES LIKELY.

MORE OPTIMISTIC AIR.

LONDON, July 5.

Reuter learns that as a consequence of yesterday's Dublin conference an atmosphere has been created likely to lead to a situation tantamount to a tacit suspension of operations by the opposing forces in Ireland while peace parleys continue. The Crown is gradually easing the repressive measures in order not to hamper the peace makers. It is hoped that Sinn Fein will similarly suspend offensive measures, although the difficulties of control in the latter case are recognised. It is pointed out that there have been practically no executions during the past few weeks, a more optimistic air reigns in well-informed circles.

OIL OPERATIONS CRASH.

REPRISAL AGAINST INCREASED EXPORT TAX.

MEXICO CITY, July 5.

General Obregon has ordered the oil companies which have discontinued operations in the states of Tamaulipas and Vera Cruz "without sufficient justification" to indemnify their workless employees. It is believed that the labourers are entitled to three months' pay. Over 10,000 workmen were dismissed in the Tampico region. This is believed to be a reprisal against the increase of the oil export tax.

WASHINGTON, July 5.

The cruiser "Cleveland" and the gunboat "Savannah" have been ordered to Tampico with a view to protecting United States interests in the event of jeopardy owing to labour troubles arising from the closing down of oil operations.

GALLANT BELGIUM.

CITY OF LONDON'S FINE TRIBUTE.

LONDON, July 5.

The City to-day paid a tribute to gallant little Belgium when the Belgian King and Queen drove through a decorated route from Buckingham Palace to the Guildhall escorted by Life Guards. They were cheered by crowds throughout. A distinguished company at the Guildhall included the Duke of Connaught, the Duke of York, six princesses, Earl Haly, Earl Beatty, Viscount French, and Lord Curzon. Replying to a toast at the luncheon King Albert dwelt on the necessity of making Germany pay. He hoped that commercial relations between Britain, the Dominions and Belgium would increase.

BEUTHEN INCIDENT.

GERMANS KILL FRENCH MAJOR.

PARIS, July 5.

A message from Oppeln which throws a different light on the Beuthen incident says that while French troops were entering Beuthen the German inhabitants made a demonstration in the course of which a French major was shot with a revolver and killed. The murderer escaped. Two French sergeants were slightly wounded. British and French troops dispersed the demonstrators of whom two were killed and several injured.

HOME AGRICULTURE.

DECONTROL BILL PASSES SECOND READING.

LONDON, July 5.

The House of Commons by 278 votes to 113 passed the second reading of a bill decontrolling agriculture after the Government had been sharply criticised for the abrupt reversal of its policy which was defended on the ground of excessive liability in connection with guarantees owing to circumstances that could not be foreseen.

SPANISH CABINET RESIGNS.

300,000,000 RAILWAY EXPENDITURE OPPOSED.

MADRID, July 5.

The Cabinet has resigned owing to the opposition offered by the Conservative leader Maura to the expenditure of 300,000,000 for the expansion of the railways and other public works.

THE DOLLAR.

To-day's closing rate 2/7 5/8
To-day's opening rate 2/7 3/8

MURDER CHARGE.

ALLEGED GAMBLING SEQUEL.

SUPPOSED ASSAULT-ARRESTED.

Three revolver shots fired in Reclamation Street last night attracted the attention of Chinese constable No. 286, who immediately went to investigate. Outside house No. 52 he found a Chinese lying in a pool of blood with three bullet wounds in his body. The man, who was still conscious, was removed to the station where he said that his assailant was a man named Yeung Sui Cheng. After first aid had been rendered, the man was removed to the Kwong Wah Hospital, where the doctor gave little hope of saving his life. A couple of hours later the alleged assailant was arrested, and pending further developments, was kept in police custody. The wounded man died in hospital at 9.10 this morning. The prisoner will in due course be charged with wilful murder. The cause of the murder was supposed to have been heavy gambling.

FULL COURT SITTING.

APPEAL TO BE HEARD.

At the conclusion of the July Criminal Sessions which begin on the 18th of the month there will be a sitting of the Full Court consisting of Judge Skinner, Turner, of H. M. Supreme Court, Birmingham, the acting chief justice (Mr. H. H. J. Gompertz), and the Puisne Judge (Mr. J. R. Wood). An appeal will be heard against a judgment delivered by Mr. Justice Gompertz in July, 1920, in connection with the case of Yeung Kung Yung, trading as Mat Tze v. the Young Shing Insurance and Investment Company Limited. The former, who were the unsuccessful plaintiffs in the suit, are the appellants.

KINEMA NOTES.

CORONET THEATRE.

A KIDNAPPED BRIDE.

Madge Kennedy sparkles and shines in her own individual way in her latest Goldwyn Picture, "Friend Husband" now being screened at the Coronet.

A kidnapped bride on a compulsory honeymoon is the oddly amusing spectacle presented in this delightful comedy. The atmosphere of smart society is admirably portrayed. This is accomplished not only by the rich and beautiful settings, but by a cast of finished players, each accustomed to roles such as are found in the Madge Kennedy plays.

Tonight will be the last opportunity of enjoying this entertaining play. To-morrow by special request there will be shown for the one day only, the famous British comedy, "All's Brought Down."

HONGKONG THEATRE.

"THE LITTLE WHITE SAVAGE."

Carmel Myers, the star of "Who will Marry me?" and other notable comedy and dramatic successes, comes to the Hongkong Theatre to-day in "The Little White Savage," a brilliant burlesque and satire on the activities of present-day press agents.

Comedy situations are legion, and the sub-titles are veritable gems of humour, while Miss Myers' interpretation of the star side-show attraction of the "greatest circus on earth" is something new and distinctive in the field of cinema art.

According to the story the circus owners tell of a gullible country editor, their protégé was captured on a savage trip, and caused a minister of the gospel to be trodden when she had lovingly crept into his bed to hide from the trustees of his parish.

The effects of course, well out of the realm of probability and represent the dirty legends to which the well-trained mind of a downy publicity pedler can come. That is what makes it so superbly ridiculous and funny.

BUSINESS NOTICES

ENGLISH
WHITE
SUN
TOPEES
AT
GREATLY
REDUCED
PRICES.

THE "WINTO" Sun Topees, special Composition Body covered with fine White Drill, White Puggies, Leather Chinstrap and Headband and Binding. TODAY'S PRICE \$10 Each.

THE "DURBAR" Sun Topees, light Composition Body covered with fine White Drill, White Puggies, Leather Chinstrap and Headband and Binding. TODAY'S PRICE \$10 Each.

THE "FEATHERWEIGHT" Sun Topees, very fine light Composition Body, covered with superior quality White Drill, White Mail Puggies, soft Leather Headband Chinstrap and Binding. TODAY'S PRICE \$12 Each.

"ELLWOOD'S" Sun Topees, standard "Ellwood" quality, guaranteed Waterproof as well as Sunproof. Specially prepared Felt-lined Composition Body with White Drill and Cover. TODAY'S PRICE \$12 Each.

"HAWKES" Patent Sun Helmets, the very best Sun Helmet Obtainable, fitted with new patent Spring fitting Headband. Easily the most comfortable and best-value Topee obtainable. TODAY'S PRICE \$10.50 Each.

MACKINTOSH & Co., Ltd. Men's Wear Specialists. 15 Des Voeux Rd. Tel. 28.

WE ARE NOW CARRYING
STOCKS OF HIGH CLASS
DUTCH HAVANA CIGARS

THE PHARMACY

22, Queen's Road. Tel. 345.

"ENSIGN BRAND" TEAS.

BROKEN-PEKOE (IT'S WORTH DRINKING)

THE FINEST OF ITS KIND
SOLD IN THE COLONY.

One-pound Packets from Store-keepers.

The Blue Bird and

The Gracco Egyptian Tobacco Store.

Or from

The Glendale & Terramie Tea Agency.

DANIELS & CO., 17, Wyndham (Flower) Street.

ESTABLISHED 1905.
TELEPHONE 2343.

TAILORING

DISS BROS.

ALEXANDRA BUILDINGS.

JUST RECEIVED

A LARGE CONSIGNMENT OF

KODAKS

FILMS & ACCESSORIES

ALSO

DEVELOPING & PRINTING

BY EXPERTS

WITH

PROMPT SERVICE

AT

THE WING ON CO., LTD.

UNIVERSAL PROVIDERS

Phone 196

Phone 199

DONNELLY & WHYTE.

WINE MERCHANTS.

SPARKLING MINERAL WATER.

Pyeris

An exact reproduction of a well known spa. Blends perfectly with spirits, especially Whisky.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

Telephone No. 438.

Wm. Powell Ltd.
TELEPHONE 346

NEW SPONGE CLOTHS

JUST RECEIVED A VERY NICE SELECTION OF THIS IDEAL MATERIAL FOR TENNIS ETC., IN ALL THE LATEST AND FAVOURITE SHADES.

WHITE LEMON
SKY PINK
GOLD MAUVE
PALM BEACH
COPPER—BUFF—CHERRY

PATTERNS WILLINGLY SENT.

We Specialize in

Social and Business Stationery,
Loose Leaf Binders and Books,
Novelties for the Home and Office,
Dennison's Xmas Decorations.

INSPECTION SOLICITED

DER A. WING & CO.
60, Des Vaux Road, CENTRAL.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE"

HONGKONG, WEDNESDAY, JULY 6, 1921.

REFORMS AND THE MAN.

Contemplative age notices that the world goes on very much as Rheims did after the complicated curse in England, when nobody seemed a penny the worse. Following curses or reforms, man manages to maintain his human average. The Abbe Coignard says that "after reforms men are as before, selfish, avaricious, cowardly, cruel, stupid, and furious by turns. This condition is stable, and nothing could shake it, for it is founded on human misery and imbecility, and those are foundations which will never be wanting." Blatchford subjoins Shakespeare as a witness against Anatole France, with "What a piece of work is man! How noble in reason! How infinite in faculty! In form and moving how express and admirable! In action how like an angel! In apprehension how like a god! The beauty of the world! The paragon of animals!" Here the witness should leave the floor if it well is to be left alone, but Hamlet goes on: "And yet, to me, what is this quintessence of dust? Man delights not me, and that we are left to understand that that is the conclusion of the whole matter. The witness has not helped the case for the defendant. Philip Gibbs is a witness who has. He contributes a very thoughtful leader to his *Review*, arguing that the British people are wiser than they appear in the mass. "They are more spiritual in an unpriggish way than many of their self-styled spiritual leaders. They have subconscious convictions and ideals. And yet they have a sense of humour, a kind of good-natured cynicism, an instinct of fair-

play, which prevents the mass of them from being induced by any passion of reform, any passion of hate or any wilfulness of revolt. They are against extreme views of any kind, good or bad." They take "hot air," as they call it, for what it is worth, and in their opinion it is not worth much. At the same time, Philip Gibbs says, they are angry—and getting angrier—with a Government which seems to play always into the hand of merchant adventurers whom they suspect of gross profits out of their labour by an artificial inflation of prices, by refusing to sell huge stocks at less than those monstrous profits, and of engineering unemployment in order to force down wages and to bid their time until there is a new demand in the world-market for the stocks in hand. They are not out to smash capital, but they desire satisfaction and blood-money from the profiteers who gorged themselves fat out of the chance of war and out of the massacre of boys, and now will not lift a hand to help the men who said and enriched them. How would such an analysis come out here in Hongkong, where we have agitators and reformers too? What are the characteristics of Demos in Hongkong? What, especially, are the characteristics of our agitators and reformers? Both shrewd intelligence and heroic bravery will be required by the answer, unless—Hongkong fashion—he does it anonymously. Probably here as at home, all these witnesses notwithstanding, mankind is best described by the image of Proteus. Each man in his time plays many parts, and the mood of the moment is his ethic for the time. When he feels optimistic, optimism is the only truth, and he forgets that he has ever felt otherwise. No doubt Periklymenes, dying on the chariot of Heracles, felt more like a hero than like Periklymenes, and no doubt your reformer, at the top of his exaltation, feels a devil of a fellow. Yet your reactions flounder may be

chivalrous on the golf links, and your righteously indignant tenant may underplay his amah or his boy. It is a disconcerting thought, but of such is Leviathan. How noble in reason! How god-like in apprehension? Well, hardly.

LOCAL AND GENERAL.

A notice of interest to creditors of the Victoria Cafe Co., Ltd. (in liquidation) appears in our advertisement columns.

The C.P.O.S. "Empress of Japan" is expected to arrive here at 7 a.m. on July 7, and will berth at Buoy A4, not Kowloon Wharf.

Local book-lovers are meeting this evening in the Sanitary Board room to start a Book Club. Their meeting is timed for 5.15.

Line on *Morning Post's* poster: "Our Weather." Now that they know who admits responsibility, the authorities should take action.

The Hongkong General Chamber of Commerce Chinese language school closes on Friday, July 8, and reopens on Monday September 12 next.

Having been knocked down by motor car No. 264 in Queen's Road East yesterday afternoon, a Chinese had to go to the Government Civil Hospital for treatment of minor injuries.

Messrs. Lammert Bros. will auction 280 bundles mild steel corrugated structural grade bars 40" x 3/8" at a godown of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Yau-mat, at 11 a.m. to-morrow.

Loading a truck with vegetables outside the Central Market yesterday afternoon, a stall feller stumbled and fell down a flight of stone steps, injuring his left ankle so badly that he had to be removed to the Government Civil Hospital for treatment.

The proposed War Memorial in honour of those men of the F.M.S. who died in the War is to be erected shortly in the shape of a cenotaph in the Federal Capital on the route of the new Victoria Avenue. The estimated cost is not to exceed \$100,000 towards which the Government will grant a fair subsidy.

A punkah-boy employed at the Wellington Barracks was this morning charged before Magistrate Orme with the theft of a pair of khaki trousers which Lance Corporal Hines of the Wiltshire Regiment had spread on the verandah rail to dry. The Magistrate sent the defendant to the Lai-chekok prison for two months.

At noon to-morrow, at No. 1A Duddell Street, Messrs. Lammert Bros. will auction a quantity of electric fan coils and afterwards at the Duddell Street salesrooms 4,000 yards canvas, two casks ready mixed white paint, two casks ready mixed green paint, 15 rolls triangular wire mesh, three cases infant's hosiery, and one case needles.

Magistrate Orme this morning imposed a fine of \$1,500, or, in default six months' hard labour, on a Chinese charged with the unlawful possession of 20 tabs of prepared non-Government opium. Defendant was searched when leaving the a.s. "Shun-cheng" yesterday soon after her arrival from Kauchau. The drug was found tied round his waist under the girdle.

Two Chinese were this morning charged before Magistrate Orme with the unlawful possession of 10,000 dutiable cigarettes. The man in charge of the cigarettes when they were seized by the Revenue Officers alleged that he was paid by the other man to help the contraband. The other man admitted this statement, declaring in turn that he was employed by a third man not in custody. Mr. Leg d'Almeida, who appeared for this man, asked for a remand until Monday, stating that the person his client said had employed him was a cigarette dealer in Chengchow, whom he would like to call as a witness, as there was a possibility that the duty had already been paid on the cigarettes by the dealer. Discharging the other man, the Magistrate remanded Mr. d'Almeida's client until noon on Monday.

The Public is still puzzling over the telegraph date enigma, says the *Singapore Free Press*. If Hongkong could get its telegrams through Singapore one day after the London date—how is it that Singapore had to wait seven days. The latest example is via Ceylon. A telegram London June 21, can be despatched to Colombo, published in the papers there, sent on to Kuala Lumpur, and thence to Singapore, arriving here on the 22nd. But Radio direct service to Singapore went up on June 19th. Some of London's telegrams at Liverpool must have worked round in the cables and brought relatively into action. (1) the shorter the distance the longer the time, or the part is greater than the whole; (2) All the parts added together are less than the whole; and (3) the further you round in the shortest way through.

SPECIAL CABLES.

RUBBER SLUMP.

OUTLOOK VERY BLACK.

COMPLETE CESSATION OF TAPPING URGED.

[China Mail Special.]

SINGAPORE, July 5. The rubber restriction committee recommends the Government to appoint a small committee to go fully into the rubber position and make suggestions. The outlook remains very black and a complete cessation of tapping is urgently recommended.

CAPITAL CHARGE.

ONE DEATH FOR TWO.

[China Mail Special.]

SHANGHAI, July 5. In the jury trial of K. F. Peter, the Cingalese charged with the murder of two Chinese shopkeepers on June 5 in Shanghai, the death sentence was passed by Judge Skinner Turner.

SHANGHAI RICE.

SITUATION IMPROVING.

[China Mail Special.]

SHANGHAI, July 5. The rice situation is evidently improving. It is probable that licensing will be agreed to.

NOTES FROM MALAYA.

A correspondent from Malaya writes: Penang used to be en passant in the *Straits Times*. It is now passé. Nothing doing. Rubber's gone to pot for the next five years and rubber estates are being sold at the price of cleared jungle. More offered than sold be it noted. There was a slight improvement in the local trade last month, a flash in the pan that has been followed by greater depression which is not likely to be left until conditions in Europe improve. The coal strikers are blamed for playing Germany's game and the bright suggestion has been made that we ought to rope in a couple of million German slaves to dig our coal and let our miners leave the shores of the land that they are trying to ruin!

A couple of patriotic gentlemen annoyed at the ubiquitous supplies of German beer in Penang and the position of the German gun in front of our Supreme Court shifted a considerable quantity of the former; and then proceeded to shift the latter, to the E. and O. Hotel, the other day. They gave Penang, the first laugh that it has enjoyed for years. What is their reward? A summons! Calling upon them to answer a charge of mischief preferred by an indignant police inspector! The case will be heard on 30th inst., and, if the brave youths are in good form, there should be laughter in court! Another legal sensation will be the appeal of a police inspector from a conviction of defamation and a fine of \$200. This gentleman was found guilty of having expressed the opinion that all was not well with the servants of a certain public institution. He denied the soft impeachment. The case being one of local interest was conspicuous by its absence from the local papers. Meantime our Governor is doing a lot of good work in an unobtrusive way. He has made the authorities get a move on with the Penang light railway and among his minor reforms is an improvement in the diet of civil prisoners and of gentlemen languishing in jail under remand pending their trial.

NEW DIOCESAN-BOYS SCHOOL.

The Hon. Treasurer of the Diocesan New School Fund begs to acknowledge with thanks the following donations to the New School which have been either promised or paid into the bank:

Mr. H. M. H. Nemesse	\$10,000.00
Mr. G. A. Pennearth	3,000.00
Schoolers' Peace Fund	
1919	1,000.00
Schoolers' Fund 1920	1,000.00
Schoolers' Brick Fund	
(June to July 1921)	2,700.00
The Kowloon Sea Yacht Club	
Kai Fong Ferry Co., Ltd.	1,000.00
Rev. W. T. Featherstone	1,000.00
Mr. E. H. Ray	250.00
Mr. W. G. Lay	100.00
The Hon. Mr. H. W. Bird	100.00
Mr. H. C. Resler	90.00
Dr. W. B. A. Moore	25.00
Mr. W. R. Sayer	10.00
Mr. E. R. Valentine	10.00
H. K. Wastepaper Fund	
(for Mr. C. Gerken)	20.00
Total	\$20,314.00

A. Stephen, Hon. Treasurer;
E. Wilson, Asst. Hon. Treas.
W. T. Featherstone, Secretary.

HONGKONG'S HEALTH CONDITIONS.

MRS. NEVILLE ROLEFS' CRITICISM.

PROTEST BY DR. KOCH.

Strong exception was taken by Dr. W. V. M. Koch at yesterday's meeting of the Sanitary Board to what he termed "a very curious statement" made by Mrs. Neville Rolfe, a member of the Commission on Venereal Diseases that passed through the Colony a short while ago. Published in the *British Medical Journal* the statement alleged that in Hongkong "public health conditions were disgraceful."

The members of the Board present were: Mr. G. R. Sayer (President), Mr. Chow Shou-sun, Mr. S. W. Tso, Dr. Koch, Mr. C. G. Alabaster, the M. O. H. (Dr. W. W. Pearce), and the Secretary (Mr. Reynolds).

Dr. Koch said: I think a protest should be made against a person who passes through a place for a day or two making a statement like that. I do not think it is justifiable that a statement like that should be spread broadcast throughout the medical world by appearing in a paper of the importance of the *British Medical Journal*. Medical people outside Hongkong will think this place is a disgrace to civilization. As a matter of fact, from my personal knowledge of a great many Eastern and Western cities, I think public health conditions in Hongkong are marvellously good. Sanitation is very carefully looked after—I do not say that because I happen to be a member of this Board. Public health conditions are very excellent indeed, considering the difficulties with which we have to contend. I think it is a disgrace that a member of a Commission like this should make such a statement as the one I have quoted, and a contradiction should be sent to the medical papers. I have already sent to them a contradiction of this good lady's statement which I brought before the Board on a previous occasion. I think some public notice should be taken of this one; possibly the Head of the Sanitary Department or the Medical Officer of Health ought to write and contradict.

Mr. Chow Shou-sun agreed with Dr. Koch that a person passing through a place on a short visit should be more careful than to make such surprising remarks. In this case, however, as the Sanitary Department was, in a way, an interested party, he thought a contradiction would best come from an authority outside the Sanitary Board.

The President: Personally, I feel I can take absolutely no notice of it at all.

Dr. Koch: Just as you please, sir. I thought it would be of interest to the Board to know the opinion expressed by a member of a Commission which carries some weight in England.

Dr. Pearce (the Medical Officer of Health) said he did not know where the member of the Commission got her information, for during the time she was in the Colony she did not approach him for any information about public health or for any statistics. She might have approached some other Government medical officer or some member of the Board.

Mr. C. G. Alabaster: She did not put herself in touch with the Board, I understand?

The President: I had the pleasure of being introduced to her outside this Board room and offered to help her, but she did not want any communication with me at all.

The extract from the *British Medical Journal* referred to by Dr. Koch is part of a report of a conference at which members of the commissions sent out by the National Council for Combating Venereal Diseases made reports. The issue is dated May 14, 1921, (p. 717). We quote the report of Mrs. Rolfe's speech in full as follows:

Mrs. Neville Rolfe (Educational Commissioner to the Far East) said that the four ports which were visited by herself and the Hallam Commission (Dr. Rapet, Singapore, and Colombo) were the cleanest ports visited, and compared very favourably with any English port; at Colombo the women were denied access to the ships. It had been the aim at every port to form a welfare association for the provision of recreational facilities for the mercantile mariner.

CAN YOU AFFORD THE RISK?

Where you are faced with a more or less of venereal or diarrhoeal without a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy in the house? Don't take such risks. A few drops will cure you before a doctor could possibly be called, and it never fails in the most severe and dangerous cases. For sale by all Chemists and Dispensaries.

CORRESPONDENCE.

THE RETURN OF REK RAB.

[To the Editor of the "China Mail."]

Dear Sir,—“Harried Tenant,” was quite as unfair to me as your “Adversarius,” but was less gentlemanly. Why should he go beneath my pseudonym? If he knows me, he must know that I am not a sack-renting property owner; but only a harmless person seeking the truth. It is considerate of him to credit me with straight forwardness, although a Robber or an approver, gifted, as I understand, with purity and simplicity, but lacking common sense and intelligence. “Harried Tenant” must be a thought-reader, and invaluable as a teacher by “Motto” of probably all the virtues. Assume that I am a house-letter. Might it not have been due to my thrift, saving, economic living, etc. What has he done to help himself? Has he lived beyond his means, in houses too grand for his station in life? If so, why does he complain? I have no axe to grind. I am not employed by any Bloated Taipan. Only I am interested in such public questions, and desire fair discussion of same. His half column of tough helps no one to learn, neither does it crush me as he seems to expect. It would be kind, Mr. Editor, if you would underline his drift, which I fear I miss. As for your Adversarius, it is a waste of time to talk with him. He is a mountebank who makes fun of everything. I will only point out that he has no right to talk of grabbing landlords, since his confession that he tried to buy a \$2,000 yacht for \$700. Did his disappointment in having to use a sampan instead account for his dullness last Saturday? As for your editorials, Mr. Editor, to reply to your many points would need more space than I feel sure you would be disposed to spare. Too many points are dealt with and not one cleared up. I ask you to define Trader, why a dealer in house-letting should be excused, why in any event he is a Robber because he gains his own living or try to and if he fails his customers will not help him. Increased population makes the demand, and people like “Harried Tenant” must not expect to be spoiled. Everyone has the chance to be a Robber, but not all are, and some who would not help themselves weep for the Government to help them. With regard to accusing you of suppressing my letter I am sorry. Rest assured I am in no way annoyed because you may not publish all I send. I cannot express my thoughts as I wish and your selections and criticisms of my letter were instructive. I think you were a bit too sensitive and inclined to read between the lines too broadly. I did not mean you had “suppressed” my letter in a bad sense but by not publishing same my point was unanswered, hence my further letter. I have no personal interest in house property and when you ask me to persuade Government to control other prices besides rent are you not shunting your own work as leader and teacher as the press is on to me? The Government seems to me to blame for not tackling the house shortage right when it was first pointed out, preferring to help rich companies rather than small fry who would willingly have built their own. But for this time I have used enough of your space, and must again sign myself

Yours truly,
REK RAB.

agreed that the problem should also be considered for the Federated Malay States. In this port the president of the branch of the Society for the Prevention of Venereal Disease was also joint honorary secretary of the branch of their own National Council; the special point of difference which had arisen here simply did not exist when dealing with an illiterate native population. Colombo was the cleanest port visited and compared very favourably with any English port; at Colombo the women were denied access to the ships. It had been the aim at every port to form a welfare association for the provision of recreational facilities for the mercantile mariner.

The only other business not of a routine character was a motion by Dr. Koch that the Government be asked to provide lavatory accommodation for children in the two playgrounds at the Peak. Dr. Koch said he was surprised that the accommodation had not always been provided. Mr. Alabaster seconded the motion.

The President opposed, on the ground that the playgrounds were temporary and that the accommodation would probably be used, not by the children, but by rich and chit-colours. It would also be very expensive to provide \$450 for each convenience. This was a matter suggested by the President, for ill-thought Peak residents and not for a charge on the public purse.

Mr. Alabaster said the coolest stand was some distance away and was provided with lavatory accommodation. All the unofficial members of the board voted for the motion, which was carried.

THEATRE ROYAL.

H. B. WARING CO.

“THE ADVENTURE OF LADY URSULA.”

Already firm favourites here the H. B. Waring Comedy Company scored another success at the Theatre Royal last night when they presented the “Adventure of Lady Ursula,” a romantic comedy of the 18th century, in which the players appeared in the picturesque costumes of the period. The play was full of interest throughout its four acts. There were many exciting moments.

The story, which gave the players fine scope for their talents is an interesting one. Sir George Sylvester (Mr. Charles Quatermaine), disappointed in love, vows that no woman shall again enter his house. Lady Ursula Barrington (Miss Jeanette Sherwin) takes a wager with Miss Dorothy Fenton (Miss Edith Smith) of her brother, the Earl of Hassenden, that she will gain admittance. Accordingly she shams faint outside Sir George's house, but that gentleman only sends his “compliments to Lady Ursula, and bids her make herself comfortable in the Porter's Lodge.” Earl Hassenden who arrives at this inopportune moment, promptly challenges Sir George to a duel for insulting his sister. Lady Ursula's chief concern now is how to stop this duel, and she decides to plead with Sir George personally. Accordingly she disguises herself as her younger brother, Sir Walter Barrington, then absent in France, and gains admittance to the forbidden house. She succeeds in her mission, but Sir George insists that the supposed Sir Walter shall take him to Earl Hassenden and Lady Ursula and explain matters. That of course is out of the question, and while Sir George is preparing for the journey to London, Lady Ursula escapes and goes to Earl Hassenden's London lodging. The Earl who holds the King's commission, is away on guard. Lady Ursula, still in her male attire, refuses to announce herself, and is soon in trouble with one of Earl Hassenden's brother officers who challenges a duel when Sir George makes his appearance. Having already suspected “Sir Walter's” real identity from the discovery of a lady's handkerchief in his house, Sir George testily demands an apology for “leaving him in the lurch.” This “Sir Walter” refuses and they quarrel. Sir Walter, as the challenged, elects to duel with pistols, only one of which must be loaded, but at the last moment Sir George refuses to proceed with the duel and returns Lady Ursula's handkerchief with a request that if she should forgive his ungracious conduct she should hand it to him herself. Awkward situations arise in Sir George's house when Earl Hassenden enters to seek Lady Ursula and finds there his fiancée who explains that she is on the same errand. Earl Hassenden insists that Lady Ursula is in the house, and while they are searching, the plain Lady Ursula appears in quest of Miss Fenton. Sir George receives her and tells her what has happened. She hides behind a curtain. Earl Hassenden returns and apologises to Sir George for doubting him and says that he will be satisfied if Sir George will give his word of honour that Lady Ursula is not in the house. Sir George is about to pledge his honour when Lady Ursula makes her appearance and explains matters. She then presents her handkerchief to Sir George who accepts it with the words: “You chose the loaded pistol, I fall.”

The role of Lady Ursula gave Miss Sherwin ample scope to demonstrate her versatility, while Mr. Quatermaine was at his best as the courtly Sir George. The other members of the cast supported the principals well, and helped to make the play convincing. The humorous part was in the safe hands of Mr. Christian Morrow who made the most of the possibilities of the Rev. Mr. Blimbo and provoked many good laughs.

TONIGHT'S PLAY.

MR. QUATERMAINE'S TRIUMPH.

Mr. Charles Quatermaine's splendid performance during the H. B. Waring Company's visit will long be remembered in Hongkong. Rarely indeed has it been the good fortune of local theatre-goers to have such excellence in acting, and it is a matter of the keenest interest to note that to-night Mr. Waring has billed a really beautiful little play which at the best of quality on Quatermaine's work. “Don” was written by Rudolph Besler and the character was actually created by Mr. Quatermaine in London. Critics at the time hailed his performance as a remarkably fine one.

TYPHOON WARNINGS.

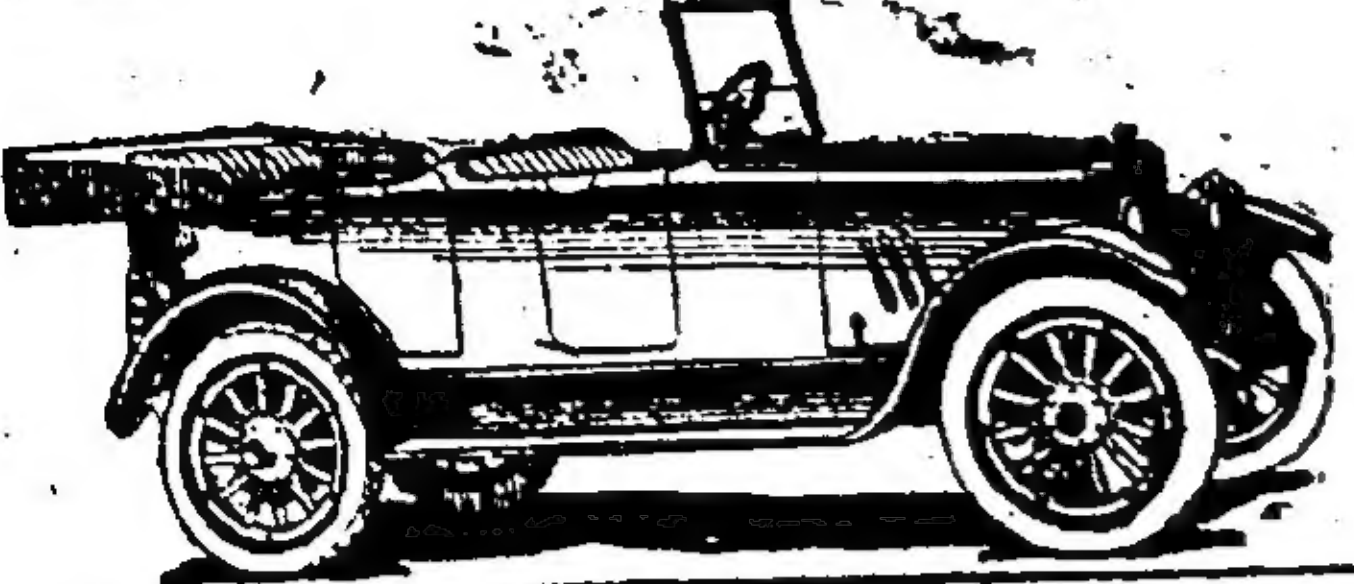
The telegrams quoted below were received by the American Consulate General from the Manila Observatory.

At 10 p.m. July 5.

117 feet long. 2-15 deg. Lat. N. moving West.

MERCUY MOTOR CAR CO.

59-61 Des Voeux Road Central, HONGKONG.



OPIUM ON STEAMERS.

TWO STEAMSHIP COMPANIES FINED \$1,000 EACH.

QUESTION OF RESPONSIBILITY.

ALTERATION OF ORDINANCE SOUGHT.

Fines of \$1,000 were this morning imposed by Magistrate Orme on the Kwong Ming S. S. Co., and the Kwangtung S. S. Co., respective owners of the s.s. "Taiming" and the s.s. "Leongkwong," both river steamers which they were charged with having allowed to be used for the transportation of illicit opium.

The hearing of the charge in respect of the "Taiming" was taken first.

Mr. N. L. Smith said that the case was a very simple one. The opium (222 taels raw and 25 taels prepared, valued at \$780) was found concealed in the dynamo casing under the dynamo, where it was clear to the view of anyone looking for it.

Mr. G. K. Hall Brutton, who appeared for the Company, said that he had no opinion but to plead guilty, because although he could prove that all precautions had been taken to prevent smuggling, it was impossible for him to prove that the crew had been implicated, as two Chinese members had left the ship, and three others had been discharged. He would like to point out, however, that the dynamo casing was open to the free access of the passengers as well as the crew. This was a hard case in which the owners and officers of the ship were innocent yet were not in a position to call all the members of the crew to say that they had not had anything to do with the opium.

Replying to the Magistrate, Mr. Brutton said that the dynamo was under the care of the Chief Engineer, and while he could prove that this officer had taken all precautions, it was useless as the Ordinance now stood, to do so without producing all the crew. The casing was on the passenger deck, and there were three means of access to it. The dynamo, of course, was used only at night to light the ship.

His Worship said that he had inspected the casing and could not form any opinion with regard to the hollow in which the opium was concealed. He could not say if it was a fault in construction or was there for any particular purpose.

Mr. Brutton said that the hollow was necessary so as to give the wheel space in which to revolve.

Mr. Smith said that he did not see any reason why the block should be removable.

Mr. Brutton said that was for the purpose of cleaning out the dynamo. Mr. Smith: There is a grating on top of it. In a small ship like that I can't understand why the engineer could not take more care of the dynamo.

The Magistrate: Yes, a little more care and it could have been prevented. Mr. Brutton: I can prove that all possible care was taken by the engineer, but unless I can take a step further and prove that none of the crew was implicated, what is the use? It is a hard case in which the owners and officers are innocent but cannot prove it to the satisfaction of the Court within the provisions of the Ordinance.

Mr. Smith said that this was not such a flagrant case as some of the previous ones, and if the Company would undertake to take more care in future, that was all he was concerned with. He did not want to press for a heavy penalty.

Mr. Brutton said that there was no doubt every possible precaution had been taken by the officers and crew. The latter were specially paid to search the ship, and as it was to their interest that the opium be found outside Hongkong, it was reasonable to suppose that they did their best. Notwithstanding that the opium was not detected.

The Magistrate imposed a fine of \$1,000.

COAL BUNKER FIND.

OWNERS OF "LEONGKWONG" CHARGED.

Mr. M. K. Lo appeared for the Kwangtung S. S. Company, owners of the s.s. "Leongkwong," charged with a similar offence.

Mr. Smith said that the opium (468 taels raw, valued at \$936) was found in a spare coal bunker.

Mr. Lo said that this was one of the usual cases where one or two of the Chinese crew had disappeared, and consequently he could not prove that the crew had not been implicated.

SHIPPING COMPANIES' LIABILITY.

FOR SMUGGLED GOODS.

INTERESTING TEST CASE.

The amount of liability resting on shipping companies in respect of dutiable goods smuggled on their ships under false description was a point which cropped up in a case heard at the Magistracy yesterday before Mr. G. N. Orme.

Mr. N. L. Smith summoned the Yuet On S. S. Company for failing to report to the Imports and Exports Office the importation of tobacco.

The defence was that all reasonable precautions were taken but that the cigarettes were consigned as joss sticks and the packages had no indication that they contained tobacco; there was nothing about them to arouse the suspicions of the shipping company.

The Magistrate had adjourned the case to consider whether the defendants had a case to answer, and he now informed Mr. M. K. Lo (for the defence) that it seemed to him a statutory duty was thrown on the defendants, and it was for them to discharge a certain onus—to show that they took all reasonable precautions. If, through their own fault, they had not done that, he thought there would be a good case for conviction. He would like Mr. Lo to therefore, to produce evidence to show that in shipping the goods the usual, or ordinary, precautions were taken.

Mr. Lo then called

Ng Ki, comrade of the s.s. Chuen Chow. He said the charterers of the steamer were the Yuet On Company, who had been running this steamer since January 1st, this year, between Hongkong and Macao. The usual practice was for consignors to bring goods to the ship, and the ship's tallyman checked them and signed a receipt on which the consignors' book was "chopped" by the comrade.

A letter was usually sent with the goods, to be delivered to the consignee. These goods were consigned by a joss stick firm in Macao—the Kwong Hing Cheung—a fairly well-known firm, and regular customers of the shipping company. As the company had no right to open the packages he could not see how the substitution of cigarettes for joss sticks could have been detected.

Mr. N. L. Smith (Supt. of Imports and Exports): Have you been to Macao since this summons was taken out?

The witness: Yes.

Have you been to see the consignors?—Yes, we have seen them. "What do they say about it?" They said a person had bought the five cases of joss sticks from them.

Then it was not they who were sending the goods?—The purchaser engaged their coolies to carry them on board.

Yes, but whose book was it you "chopped"?—The Kwong Hing Cheung's book.

Is that the usual thing, for the customer to take the stuff and to ship it on the seller's book?—From inquiries I made, that was done in this case.

What is the name of this "customer" of the Kwong Hing Cheung's?—That I did not ask.

Mr. Smith also asked as to the consignees at Hongkong, who did not come to the ship to claim the goods after the police took possession. The witness could not say whether the consignee was the "customer" referred to. He had not asked the Macao firm about the consignee, because he thought they would not know.

In reply to the Magistrate he said he was sure the book on which the goods were shipped belonged to the Kwong Hing Cheung; he recognised his previous "chops" in it.

Mr. Lo said he would only call the ship's tallyman if the Magistrate desired it.

The Magistrate remarked that it was a curious case; he would rather hear evidence from the consignors, the Kwong Hing Cheung.

Mr. Lo said he could not produce them; they were outside the jurisdiction of the Court.

The Magistrate said he knew that. What he meant was that the Kwong Hing Cheung—a regular customer of the shipping company—seemed to have put the latter in a difficulty and might or might not be willing to help them out.

The tallyman (who had been sent out of Court when the previous witness gave evidence) said the consignors were the Kwong Hing Cheung and the man (referred to by the other witness as the "customer" of the Kwong Hing Cheung) was known to him as a person connected with the Kwong Hing Cheung. "If I went in their shop I should recognise him," said the witness. "But I don't know his name."

Mr. Smith: Then it was not "customers" of theirs who consigned the goods?

Witness: No, I knew the man. I have often seen him.

MAINE MISDOINGS.

Three boatmen were fined at the Marine Court to-day for being unlawfully alongside the s.s. "Golden State," at a time when there were already five boats alongside of the vessel.

ANSWERS TO CORRESPONDENTS.

"ONCE BIT, TWICE SHY."—The fact of being French, doesn't render a banking institution (that hasn't bust) open to such attacks. Your letter is illegal and inadmissible. REK RAB.—Your letter goes in, out of pure good nature, and not because it gets any forrader. Certainly you are forgiven.

ZELAND.—So you thought it in bad taste? It was meant to taste bad to the blighter who earned it.

F. S.—Too late for the China Mail. We are not a quarterly, you know.

NEW LEGISLATIVE PRECAUTIONS.

The Magistrate remarked that if goods were found to be frequently shipped in bogus names new legislative precautions would be necessary.

Mr. Lo: I don't know that they are bogus in this case. He urged that the revenue authorities had admitted that a letter addressed to the consignee "to be called for" was not an unusual way of despatching goods on this route, on which there was great pressure because ships arrived at 8 p.m. and were away again at 7 a.m. next day. "It is all very well," said Mr. Lo, "to sit here in philosophic calm and say 'You could have done this and that,' but the officers of a ship are often working against time. He submitted that there was no evidence of negligence on which the shipping company could be convicted; it would be to impose on shipping companies duties too onerous to be discharged and not imposed, moreover, by the Ordinance.

The Magistrate thought the prosecution would probably suggest that this was a bogus shipment and that it was inconceivable that regular clients in the joss stick business, would ship cigarettes in this way.

UNRAVELLING THE MYSTERY. Mr. Lo suggested that the Macao firm had been made use of by an unscrupulous shipper and that their employees had been bribed. "But it is not my duty to unravel the mystery," said Mr. Lo.

The Magistrate: You have to show that the goods were shipped in the ordinary way.

Mr. Lo: I have done that. The Magistrate: I am not able to say that every possible person has been called but I do not feel that a case would absolutely lie against the shipping company; I am with you to that extent.

Mr. Smith thought that if the Kwong Hing Cheung was an honourable firm it would have come to the Court and made some explanation, although not within the Magistrate's jurisdiction. No doubt if the shipping company was fined it would try to get the money out of the other firm. He did not believe in the existence of the firm at all.

Mr. Lo: I am surprised to hear that. It would not take very long to go over to Macao and prove it.

Mr. Smith: Your clients have had a fortnight to do it.

"SOMETHING WRONG." The Magistrate: There is clearly something wrong somewhere. If the Kwong Hing Cheung is a reputable firm it could have attended here.

Mr. Lo: The Chinese are about the most hopeless people on earth in not coming forward to help another man. They always try to avoid getting involved in a case.

The Magistrate said he did not think Mr. Lo quite realised the responsibility of the shipping company. Mr. Smith: If they had taken steps after the finding of the cigarettes we should have been perfectly satisfied. I offered, if they would give us an address, to withdraw the summons.

Mr. Lo: We cannot tell Mr. Smith something we don't know.

The Magistrate: I think you could have got more particulars from the Macao firm, but if you cannot, we will deal with the case as it stands. It is in the nature of a test case and it is important to get the point settled as to the amount of liability resting on a shipping company. If I settle it hurriedly it will be unsatisfactory. I will adjourn the case to look up legal authorities.

Mr. Smith: I would like to remind your Worship that the mythical "customer" only arose in cross-examination.

TO-DAY'S ADVERTISEMENTS.

HONGKONG GENERAL CHAMBER OF COMMERCE.

CHINESE LANGUAGE SCHOOL.

THE SCHOOL CLOSING ON FRIDAY, 8th July, and will reopen on MONDAY, 12th September, next.

By Order,
E. A. M. WILLIAMS,
Secretary.

Hongkong, July 5, 1921.

THE VICTORIA CAFE CO., LTD.

(In Liquidation).

THE Creditors of the above-named Company are required, on or before the 25th day of July, 1921, to send their names and addresses, and particulars of their debts or claims, and the names and addresses of their Solicitors (if any) to the undersigned, the Liquidator of the said Company; and further if so required by notice in writing, personally or by their Solicitors or Representatives, to come in and prove their said debts or claims at such time and place as shall be specified in such notice, and notice is hereby given that in default thereof, such Creditors will be excluded from the benefit of any distribution before such debts are proved.

Dated at Hongkong this 5th day of July, 1921.

H. PERCY SMITH,

Liquidator.

TO LET.

TO LET—LARGE GODOWN AT WANCHAI, (known as Mody Godown). Apply to LEE HAY SAN & Co., 202, Queen's Road Central.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction,

ON THURSDAY July 7, 1921, commencing at 12 o'clock (noon), at No. 1-A Duddell Street,

A Quantity of Electric Fan Coils, and afterwards

at their Sales Rooms, Duddell Street, 4,000 yards Canvas,

2 casks Ready Mixed White Paint, 2 casks Ready Mixed Green Paint,

15 rolls Triangular Wire Mesh, 3 cases Infant's Hosiery, 1 case Needles.

Terms: Cash on delivery. LAMBERT BROS., Auctioneers.

on SATURDAY, July 9, 1921, commencing at 11 a.m.

at their Sales Rooms, Duddell Street, A Quantity of

Office and Household Furniture, (Full Particulars from Catalogue).

also 1 Indian Motor Bicycle. Terms: Cash on delivery. LAMBERT BROS., Auctioneers.

Hongkong, July 6, 1921.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent by insertion in the news columns of the China Mail, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

BLAZON-TYPE NOT NECESSARY. CHAMBERLAIN'S Color and Direction Remedy needs no glaring headlines to attract the public eye. The simple statement that all chemists sell it is sufficient, as every family knows its value. It has been used for forty years and is just what its name implies. For sale by all Chemists and Storekeepers.

BLUE FUNNEL LINE.

S. S. "TEIRESIAS,"

Will be despatched for SHANGHAI, KOBE & YOKOHAMA, at NOON, on MONDAY, 11th July.

Excellent first class passenger accommodation.

For further particulars apply to—

BUTTERFIELD & SWIRE,
Agents.

NOTICES.

"ELSIECO"

HAND MADE

LINGERIE

NIGHT DRESSES—

—CAMICOMBS

UNDERSKIRTS

—"TEDDY BEARS"

BRASSIERES

—KNICKERS, Etc.

Made entirely by hand of the finest materials and trimmed hand made laces.

READY TO WEAR OR TO ORDER

AMERICAN SILK HOSIERY

IN RELIABLE QUALITIES.

LANE, CRAWFORD & CO.



COLUMBIA

GRAFONOLA

THE SUPREME INSTRUMENT OF MUSIC.

ANDERSON'S

(THE COLUMBIA SHOP).

Sole Agents: Suzuki & Co.

SAKURA BEER

Alexandra Buildings.

Tel. 468 & 467.

A Cheap Lamp is an Expensive Light

A PHILIPS LAMP

IS A PERMANENT ECONOMY

SOLE AGENTS

Holland-China Trading Co
Hong Kong

BRITANNIA BEER.

Can't Be Beat.

SPECIALLY BREWED FOR

Export by the

WESTMINSTER BREWERY LIMITED

VANCOUVER, B.C.

OBTAINABLE AT

GANDE, PRICE & CO., LTD.

2, QUEEN'S ROAD, CENTRAL HONGKONG.

Tel. 22-122

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 9 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE

To Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 8 a.m. only).
From Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 2 p.m. only).

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Tait, Cox & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

NEW YORK AND/OR BOSTON.

SS. "BOLTON CASTLE".....Sailing on or about 2nd August.
Via Suez or Panama Canal at Owner's Option.

LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING
FOR LEVANT, BLACK SEA & DANUBE PORTS

FICME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR BRINDISI, VENICE, AND TRIESTE.
Via SINGAPORE, PENANG and COLOMBO.S.S. "CILICIA".....Sailing on or about 10th August.
Cargo only.

FOR SHANGHAI.

S.S. "CILICIA".....Sailing end of July.
Passenger Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service to
SOUTH AFRICAN PORTS
FROM COLOMBOS.S. "UMKUZU".....Sailing about July 30th.
Through Bills of Lading issued from Hongkong.For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD., Agents.

OSAKA SHOSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

BUENOS AIRES—Ridge Jacinto, Santos, Maurice, Durban & Cape Town via Singapore. Passenger Service.

TAKOMA MARU.....Friday, 10th July.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

INDUS MARU.....Wednesday, 13th July.

DELI & BANGKOK Via SAIGON & SINGAPORE—Regular Monthly

KISURU MARU.....Monday, 1st August.

Excellent accommodation for 1st and 2nd class passengers.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Island.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and

Tientsin—Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

ARABIA MARU.....Saturday, 8th July.

ARIZONA MARU.....Wednesday, 10th July.

NEW YORK Via PANAMA

BAVANA MARU.....Thursday, 14th July.

NEW ORLEANS Via SUZUKI

JAPAN PORTS—Kobe direct.

YAWA MARU.....Sunday, 10th July.

KEELUNG Via SWATOW & AMOY—These steamers have excellent accommo-

dation for 1st and 2nd class passengers and will arrive at and depart from the U.S.K. wharf near the Harbour Office.

KAJO MARU.....Sunday, 10th July.

TAKAO Via SWATOW and AMOY.

SOSHU MARU.....Thursday, 14th July.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager,
No. 1, Queen's Building.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

"CITY OF NORWICH".....Via Suez Canal.....9th July.

Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.

HONGKONG & CANTON KEELS & CO., CANTON.

CHINA-AUSTRALIA MAIL S.S. LINE.

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

For Freight and Passage, apply to—

THE CHINA & AUSTRALIA S.S. CO., LTD.

Telephone No. 1277 112, Cross Street, Central.

SHIPPING

C. N. O.
CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
SWATOW AND SINGAPORE	CHANGCHOW	July 7, at 10 a.m.	
AMOI, MANILA, CEBU AND ILOILO	SOONCHOW	July 7, at Noon.	
SHANGHAI AND TIENTSIN	LYNAN	July 7, at 4 p.m.	
WEIHAIWEI, CHEFOO & TIENTSIN	YINCHOW	July 9, at 4 p.m.	
SHANGHAI AND FUKOW	CHANGCHOW	July 11, at 10 a.m.	
SHANGHAI AND TIENTSIN	CHANGCHOW	July 12, at Noon.	
SHANGHAI AND TIENTSIN	CHANGCHOW	July 14, at Noon.	
SHANGHAI AND TIENTSIN	CHANGCHOW	July 16, at 4 p.m.	
SHANGHAI AND TIENTSIN	CHANGCHOW	July 17, at Noon.	

Saloon accommodation available. Electric Fans in Saloon and State rooms. Regular schedule service between Canton, Hongkong, Shanghai to all Yantai and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

PASSENGER LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Telephone No. 24.

AGENTS.



Operating the following U.S. Shipping Board Steamers

PASSENGER & FREIGHT SERVICE.

For VICTORIA, B.C. AND SEATTLE

Calling Shanghai—Kobe—Yokohama.

LEAVE HONGKONG. ARRIVE SEATTLE.

S.S. "WHEATLAND MONTANA"	July 20th	
S.S. "SILVER STATE"	Aug. 15th	Sept. 2nd.
S.S. "CROOKED KEYS"	Aug. 15th	
S.S. "KEYSTONE STATE"	Sept. 2nd	Sept. 22nd.
S.S. "WENATCHIE"	Oct. 2nd	Oct. 22nd.

FOR PORTLAND DIRECT.

Calling Shanghai—Kobe—Yokohama.

S.S. "COAXET"	July 22nd.
S.S. "MONTAGUE"	August 7th.

Through Bills of Lading issued to Overland common point Passenger and Freight Particulars.

THE ADMIRAL LINE,

Telephones 2477 & 2478. 5th Floor, Hotel Mansions.

SERVICE TO UNITED STATES

For NEW YORK and/or BOSTON.
Via Panama

"BELLFLOWER".....July 15th.

For freight space and particulars apply to—

THE BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE,

Telephones - AGENTS - 5th Floor
2477 & 2478. HOTEL MANSIONS.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON—SINGAPORE—BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

CIDARRETTA.....sailing July 14th.

FREIGHT ONLY.

FOR SAIGON—SINGAPORE—JAVA PORTS.

TAKE ONAWA.....sailing Aug. 3rd.

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES—

5th Floor, Hotel Mansions. Passenger Office.

Telephone 2477 & 2478. Queen's Bldg., 5 Ice House St.

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT AND PASSENGER SERVICE.

BETWEEN

JAPAN—HONGKONG & JAVA

Sailings subject to alteration.

FOR JAVA.

Ports of call—Batavia, Samarang, Soerabaya, Macassar and Balikpapan.

S.S. "MACASSAR MARU".....Sailing on or about 28th July.

FOR JAPAN.

Ports of call—Mojji, Kobe, Osaka and Yokohama.

S.S. "SAMARANG MARU".....Sailing on or about 17th July.

All steamers have excellent passenger accommodations, and are fitted with Electric Light, Fans and Wireless Telegraphy.

For further information please apply to—

E. SUZUKI,

No. 4, Queen's Road Central.

SHIPPING



HOME VIA CANADA.

Hongkong to England.

Via SHANGHAI, NAGASAKI, (Mojji) Kobe, YOKOHAMA, VANCOUVER & MONTREAL.

PACIFIC STEAMERS	FROM	DATE	ATLANTIC STEAMERS	FROM	DATE
E. Japan	July 13	Aug. 3	E. France	Aug. 13	Aug. 18
E. Asia	July 21	Aug. 8	E. France	Aug. 11	Aug. 19
E. Russia	Aug. 18	Sept. 8	E. Britain	Sept. 10	Sept. 16
Montague	Aug. 23	Sept. 18	Melita	Sept. 23	Oct. 1
E. Asia	Sept. 15	Oct. 1	E. France	Oct. 15	Oct. 23
E. Japan	Sept. 20	Oct. 11	E. France	Oct. 18	Oct. 25
E. Russia	Oct. 13	Oct. 31	Victorian	Nov. 11	Nov. 20
Montague	Oct. 28	Nov. 18	E. Britain	Nov. 28	Dec. 4

Other Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Harre.

Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Transcontinental Trains Daily.

Sealed Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

Hongkong Office. Telephone 732. Cable Address GACANPAC.

CHINA MAIL S.S. CO., LTD.

INCORPORATED IN U.S.A.

FAST FREIGHT AND PASSENGER STEAMERS	
"NANKING" "NILE" "CHINA"	

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG to SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "NILE" S.S. "CHINA" S.S. "NANKING"

July 15th Aug. 9th Sept. 8th

HONGKONG to MANILA

S.S. "NANKING".....August 30th

HONGKONG to SINGAPORE

S.S. "CHINA" S.S. "NILE"

July 22nd September 15th

FAST FREIGHT SERVICE

Through Bills of Lading issued to all ports in United States & Canada

Cargo accepted on Through Bills of Lading for transshipment at Sea

Freight on weekly sailings for principal Atlantic Ports.

C. T. SURRIDGE, FREIGHT & PASSENGER AGENT,

PACIFIC BUILDING, 105 HONG KONG STREET.

TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.

No. 1234. No. 2161.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good

accommodation for First Class Passengers. Electric Light and Fans in Saloons and Bedrooms. Excellent Cuisine.

SWATOW, AMOI & FOCHOW

AND RETURN

(Occupying 3 to 10 Days)

STEAMERS	CAPTAIN	FRIDAY	8th July, at 1 p.m.
HAICHONG	Capt. W. O. Patterson	FRIDAY	8th July, at 1 p.m.
HAICHONG	Capt. A. H. Stewart	TUESDAY	12th July, at 1 p.m.
HAICHONG	Capt. W. Cooper	FRIDAY	15th July, at 1 p.m.

SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSENGER apply to—

DOUGLAS LAPELLE & Co.

General Manager.

AMERICAN & ORIENTAL LINE.

NEW YORK VIA SUZUKI.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on Through Bills of Lading from HONGKONG to BRISA,

DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and

CAPE TOWN direct or with transshipment at CAIRO, SUEZ and COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MILBURN ARTHUR.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO AFFRANCHIARE THE UNDERSIGNED

For

LONDON, GLASGOW, ROTTERDAM & HAMBURG. CITY OF BRISBANE.

Subject to change without notice.

Or to KEELS & CO., CANTON.

THE BANK LINE, LTD.

General Agents.

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS, DUE.

FROM SHANGHAI.

July 7—R.F.	City of Norwich.
8—R.F.	Durham.
9—R.F.	Eurydama.
10—R.F.	Holmes.
11—R.F.	Knights Templar.
12—R.F.	Assault.
13—R.F.	Assault.
14—R.F.	City of Canton.

FROM JAPAN.

July 7—N.Y.K.	Kaga Maru.
8—N.Y.K.	Totomaru.
12—R.I.	Totomaru.
13—J.G.L.	Totomaru.
14—R.F.	Yamato.
15—R.F.	Yamato.
16—R.F.	Yamato.
17—R.F.	Yamato.
18—R.F.	Yamato.
19—R.F.	Yamato.
20—R.F.	Yamato.
21—R.F.	Yamato.
22—R.F.	Yamato.
23—R.F.	Yamato.
24—R.F.	Yamato.
25—R.F.	Yamato.
26—R.F.	Yamato.
27—R.F.	Yamato.
28—R.F.	Yamato.
29—R.F.	Yamato.
30—R.F.	Yamato.

FROM MANILA.

July 25—R.F.	Protosilva.
Aug. 19—R.F.	Protosilva.
Sept. 8—R.F.	Protosilva.
Sept. 29—R.F.	Protosilva.
Oct. 29—R.F.	Protosilva.
Nov. 20—R.F.	Protosilva.

FROM SYDNEY AND MELBOURNE.

July 11—A.O.	Chancha.
Aug. 1—E.A.	St. Albans.

FROM VANCOUVER.

July 14—C.P.O.S.	Empress of Asia.
17—R.F.	Protosilva.
Aug. 5—R.F.	Protosilva.
Aug. 19—R.F.	Protosilva.
Sept. 13—R.F.	Protosilva.
Oct. 13—R.F.	Protosilva.
Nov. 3—R.F.	Protosilva.
31—R.F.	Protosilva.

FROM LONDON.

July 10—P.O.	Kalyan.
--------------	---------

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES INCORPORATED IN ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"DILWARA"	5,400	5th July	Singapore, Colombo & Bombay.
"SYRIA"	7,000	5th July	MARSHALLS, LONDON & A'warp.
"KALIAN"	8,000	8th Aug.	MARSHALLS, LONDON & A'warp.
"MARIA"	7,500	19th Aug.	MARSHALLS, LONDON & A'warp.
"KASHMIR"	8,000	2nd Sept.	MARSHALLS, LONDON & A'warp.
"KHYBER"	8,000	16th Sept.	MARSHALLS, LONDON & A'warp.
"SOMALI"	7,000	30th Sept.	MARSHALLS, LONDON & A'warp.

BRITISH INDIA-APOAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"TORRILLA"	5,500	14th July	Calcutta, via Singapore, Penang and Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"KANOWNA"	7,000	25th July	Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	22nd Aug.	
"EASTERN"	4,000	19th Sept.	

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"GREGORY APCAR"	4,700	7th July	Amoy, Shanghai and Kobe.
"KALIAN"	8,000	11th July	Shanghai and Japan.

All rates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Tickets Interchangeable.
1st Saloon Passengers may travel by P. & O. Company's steamers between Singapore and Calcutta, via Singapore and Madras in lieu of the section of their P. & O. Tickets, Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and sailing ships are liable to be cancelled or altered without notice.
Parcels weighing not more than 11 lb. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.
Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.
For further information, Passage Fare, Freight, and other, apply to—
MACKINNON, MACKENZIE & CO.
25, Des Voeux Road Central, HONGKONG.

E. HING & CO.
LARGE STOCK OF SHIPBUILDING MATERIALS,
via Steel Ship Plates, Angles and Bars.
Also Shipchandlery Articles.
Telephone No. 1118. 25, Wing Woe Street, Central.

N. Y. K. NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA OR VANCOUVER via Manila, Keelung, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (omit, Manila) ... Tuesday, 12th July, at 11 a.m.
YOKOHAMA MARU ... Friday, 23rd July, at 11 a.m.
FUSHEI MARU (omit, Manila) ... Tuesday, 23rd Aug. at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.
KAGA MARU ... Friday, 8th July, at 11 a.m.
YOKOHAMA MARU ... Saturday, 31st July, at 11 a.m.
KLEIST ... Friday, 5th Aug. at 11 a.m.

HAMBURG, MARSEILLES, LONDON & ROTTERDAM.
VERPOOL & MARSEILLES via Suez.
SUYAMA MARU ... Friday, 8th July.

DNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.
NIKKO MARU ... Tuesday, 19th July, at 11 a.m.
ARI MARU ... Tuesday, 16th Aug. at 11 a.m.

NEW YORK via SUEZ.
TAKETOMO MARU ... Thursday, 17th July.

SOUTH AMERICAN PORTS via Cape.
KANAGAWA MARU ... Friday, 16th September.

MARAY & COLOMBO via Singapore.
TOMI MARU ... Sunday, 10th July.

YAHARA MARU ... Monday, 25th July.
LOTTA & RANGOON via Singapore & Penang.
MUBORAN MARU ... Monday, 11th July.

PAN PORTS—Nagasaki, Kobe & Yokohama.
ARI MARU ... Saturday, 16th July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
MBA MARU ... Tuesday, 19th July.
YOKOHAMA MARU (Kobe direct) ... Wednesday, 14th July.
SHIMA MARU ... Friday, 16th July, at 11 a.m.

NIPPON YUSEN KAISHA

K. YASUDA, Manager.

Telephone No. 388.

LINER IN COLLISION.

1,100 PASSENGERS SAFE.

DANCING ON DECK AFTER THE CRASH.

In a thick fog the P. & O. 11,000-ton liner "Benalla," carrying 1,100 passengers to Australia, was in collision with the oil tanker "Patella" in the Channel early in the morning. Neither ship was badly damaged and there were no casualties. The passengers were landed at Newhaven and sent on to London.

The "Patella" (5,617 tons) belongs to the Anglo-Saxon Petroleum Co. After the collision, which occurred at 2.15 a.m., the "Benalla" sent out wireless calls for assistance, and these were answered by the Newhaven Harbour Company's wireless station, and the lifeboat was sent out.

The lifeboat left at 2.30 a.m., but it was not till six o'clock that the "Benalla" was found beached off the Royal Sovereign Lightship in Pevensey Bay. The captain informed the lifeboat skipper that he did not require assistance and that his ship was not badly damaged. The Eastbourne lifeboat also put out, but returned after a seven hours' search without finding the "Benalla."

The "Benalla" was struck on the port side of No. 4 hold, but was not holed. The "Patella's" bows were slightly damaged. After standing by to see if assistance were needed she proceeded to her destination, Calais.

Abraham Brodies, of Hampstead, London, one of the passengers, said that after the crash the stewards ordered all on deck. When it was found that there was no immediate danger the captain ordered refreshments to be served to all passengers and pianos were brought on deck. Concerts and dancing were held until the vessel was safely beached.

DON'T NEGLECT YOUR FAMILY.

WHEN you fail to provide your family with a bottle of hamster-ain's Colic and Diarrhoea Remedy at this season of the year, you are neglecting them, as sore complaint is sure to be prevalent, and it is too dangerous a malady to be trifled with. This is especially true if there are children in the family. A case or two of this remedy will place the trouble within control and perhaps save a life, or at least a doctor's bill. For sale by all Chemists and Storekeepers.

MEN MUST MARRY.

HARD LABOUR FOR THOSE WHO DON'T.

An Anti-Bachelor Bill introduced into the Turkish Nationalist Parliament at Angora makes marriage compulsory for men over 25. Defaulters will be fined a quarter of their earnings, which will be deposited in agricultural banks to help peasants to marry. No adult Civil Servant may be a bachelor.

Gifts of land, loans, and State education for children are held out as rewards for marriage with a penalty of hard labour for a confirmed bachelor.

For re-purposes purposes well-to-do Turks must be encouraged to keep two wives, contrary to the modern practice, one by law and one of living, of having several wives in succession.

P. & O. S. N. CO.

STEAMERS FOR STRAITS, C. LOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Contingent, American and South African Ports.

THE Steamship "DILWARA," Captain Egan, carrying His Majesty's Mails, will be despatched from this Port on or about SATURDAY, 9th July, 1921, taking Passengers and Cargo for the shore Ports.

Silk and Valuable and Tea for Italy, France and London (under arrangement) will be shipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars apply to—
MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, June 27, 1921.

SHIPPING.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ

(United Netherlands Navigation Company.)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line.)

(Members of the Straits, China & Japan Conference.)

Regular monthly service between

YOKOHAMA, KOBE, DAIREN, SHANGHAI, HONGKONG, ANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN.

Steamers	Loading	For	Sailing
BRILLT	August	Rotterdam & Hamburg	8th August
M. J.	September	Amsterdam & Hamburg	4th Sept.
T.M. NOKE	October	Rotterdam & Hamburg	2nd Oct.

For full particulars please apply to—

JAVA CHINA JAPAN LYN,

General Agents,

Telephone No. 1274.

York Building.

JAVA-PACIFIC LINE OF THE JAVA-CHINA JAPAN LIJN

Steamer	From	Expected on or about	Will leave on or about	For
"TIREMBANG"	Java	22nd July	29th July	FRANCIS-OO.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers.
All steamers carry a duly qualified surgeon.
Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.

For Particulars of Freight and Passage apply to the

JAVA-CHINA JAPAN LIJN,

General Managers,

Telephone No. 1274.

York Building.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDRIES. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two shipyards and can accommodate any number of 300 feet long.
TOWNS OFFICE: 4, CORNWALL ROAD, HONGKONG. Telephone No. 448.
SHIPYARD: 1, SHAN-SHI-PO, KOWLOON, HONGKONG. Telephone No. 218.
Estimates furnished on application.
Hongkong, April 1, 1921.

NOTICES TO CONSIGNEES

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ (United Netherlands Navigation Co.)

HOLLAND-OOST AZIE LIJN. (Holland East Asia Line.)

NOTICE TO CONSIGNEES

From: HAMBURG, AMSTERDAM, LA PALICE, GENOA, LISBON & SINGAPORE.

RE Steamship

"RADIA" having arrived from the above Ports, Consignees of Cargo by her are notified that all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 10th July, 1921, will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 9th July, 1921, at 10 a.m. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by—
JAVA-CHINA JAPAN LIJN,
General Agents.

Hongkong, July 4, 1921.

MITSUBISHI SHOJI KAISHA, LTD.

(Mitsubishi Trading Co., Ltd.)
SOLE GENERAL IMPORTERS AND EXPORTERS.

SOLE PROPRIETORS OF
TAKASHIMA, OCHI, MUTARE, KIRIKAKE, YOSHIOHARA, SOJO, NAKAZUTA, SATO, SHIN-NEW, NAKATA, BIRAI, KAMITA, MATA, AND OTHERS.
AGENTS FOR SAKITO COAL.

Head Office: TOKYO.

Branches and Representatives:—

Nagasaki, Kanran, Wakamatsu, Miji, Kure, Kobe, Osaka, Maruyama, Nagoya, Yokohama, Tokyo, Hakodate, Muroran, Otsu, Vladivostok, Peking, Tientsin, Dairen, Tsingtau, Tientsin, Hankow, Shanghai, Hongkong, Canton, Manila, Singapore, Soerabaya, London, Paris, New York and Seattle.

Cable Address:—IWASAKI, ISAL.

Telex:—A.I. A. B. C. 5th Ed.

Western Union and Barclay.

Agencies for: The Mitsubishi Marine & Fire Insurance Co.

The Osaka Marine & Fire Insurance Co.

Particulars apply to—

S. KOMURA, Manager.

No. 14, PEARSON STREET, HONGKONG.



PALACE MOTOR CO., Ltd.

Phone Central 344

Western Branch 3140

Kowloon Branch 8397

New Cars For Hire & For Sale.

Private Cars Licensed

Repairing Cars a Speciality.

WHEN YOU EAT TOO MUCH.

DIPSTERS in the stomach after eating is relieved by taking one of Chamberlain's Tablets. Try it the next time you eat more than you should. For sale by all Chemists and Storekeepers.

SHIPBUILDERS,
SHIP REPAIRERS,
BOILER MAKERS,
FORGE MASTERS,
OXY-ACETYLENE, AND
ELECTRIC WELDERS,
MECHANICAL AND
ELECTRICAL
ENGINEERS.

The Address: "Takapoo," Hongkong.

Telephone No. 218.

Call, Please: "O" OVER-ALL, PRIVATE.

SHIPPING

STRUTHERS & DIXON, Inc.

GREEN STAR LINE.

Operating the Eastern service for account of the UNITED STATES SHIPPING BOARD.

TO MANILA.

"West Hamahaw" ... 15th July.
To LOS ANGELES & SAN FRANCISCO (Via HONOLULU).

"West Laila" ... 15th July.
To VANCOUVER & SEATTLE (Via MANILA).

"West Laila" ... 30th August.

Also, cargo accepted for Transshipment at San Francisco and/or Seattle to weekly sailings for NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK, BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.
HONGKONG OFFICE—1st Floor Powell's Building, 12, Des Voeux Rd., Tel. 3008.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
"THE PIONEER OF THE EAST."

STEAMERS. TONS. LEAVE HONGKONG.

SHINTO MARU ... 25,000 ... July 16th.

PERIA MARU ... 8,000 ... July 30th.

TAIYO MARU ... 25,000 ... Aug. 13th.

FIBERIA MARU ... 25,000 ... Aug. 27th.

TENYO MARU ... 25,000 ... Sept. 10th.

KOREA MARU ... 25,000 ... Sept. 24th.

*Calling at Dairen and omitting Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO.

SALINA CRUZ, BALBOA, CALLAO, MOLEDO, ARICA & TQUIQUE.

THROUGH BY TRANS-AMERICA ROUTE TO BUENOS AIRES.

STEAMERS. TONS. LEAVE HONGKONG.

"CHOY" MARU ... 18,400 ... July 26th.

GINYO MARU ... 18,400 ... August 16th.

*Cargo only.

For full information regarding passenger fares and sailings, apply to—

Y. TSUTSUMI, Manager: King's Building, Tel. Nos. 2374 & 2375.

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

THE EAST ASIATIC COMPANY, LTD., COPENHAGEN.

M/S. "PERU"

will be loading for Rotterdam, Hamburg, Copenhagen and other Scandinavian Ports, about 30th July.

FURTHER SAILINGS:—

M/S. "AFRIKA" ... Aug./Sept.
M/S. "MALAYA" ... Oct./Nov.
M/S. "PANAMA" ... December.

For further particulars please apply to—

MANNERS & BACKHOUSE, LTD.,

Hongkong, June 28, 1921.

THOS. COOK & SON.

Tourist, Steamship and Forwarding Agents, Bankers, etc.

OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT.

TICKETS SUPPLIED TO ALL PARTS OF THE WORLD at Tariff Rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

BAGGAGE collected, forwarded and insured at lowest rates.
COOK'S "FAR EASTERN TRAVELLER'S GAZETTE," containing Sailings and Fares from the Far East to all parts of the World, will be forwarded free on application.

*Telegraphic Address: "COOPOK."

THOS. COOK & SON.

Telephone No. 514. Hongkong Hotel Buildings, Hongkong.

Also SHANGHAI, PEKING, YOKOHAMA, MANILA.

CHINA OFFICE: LUDGATE CIRCUIS LONDON, E.C.

TAIYO & CO.

JAPANESE

FOOTS AND SHOES

MADE TO ORDER.

No. 15, Wyndham St.

A. KWAI & CO.

14 & 15 Cornhill Road Central, HONGKONG.

"NAVY CONTRACTORS"

Ship Chandeliers, Coal Merchants,

Sail-Makers, General Storekeepers

AND

Soap and Soda Manufacturers.

Cable Address: "ALWAY". Tel. No. 228.

SHIPBUILDERS, SHIP REPAIRERS, BOILER MAKERS, FORGE MASTERS, OXY-ACETYLENE, AND ELECTRIC WELDERS, MECHANICAL AND ELECTRICAL ENGINEERS.

—DRY DOCK—
Length 787 Feet.
Length on Blocks 750 Feet
Depth on Centre of
SID (N.W.O.S.T.) 34 ft. 5 ins.
—THREE SLIPWAYS—
Capable of Handling Ships Up
to 2,000 Tons Displacement.
Electric Crane at Sea Wall, Capable of
Lifting 100 Tons at 70 Feet Radius.

BUTTERFIELD & SWIRE
AGENTS
HONGKONG, CHINA, & JAPAN.

HONGKONG HOTEL CO., LTD.

OPERATING:-

HONGKONG HOTEL GARAGE - Telephone No. 32
 RUSSELL STREET GARAGE - Telephone No. 659
 REPULSE BAY GARAGE - Telephone No. 881

SOLE AGENTS FOR HONGKONG AND
 SOUTH CHINA FOR:-

ROLLS ROYCE - Cars
 STUDEBAKER CORPORATION - Cars
 WHITE COMPANY - Commercial Trucks
 UNITED STATES RUBBER CO. - Tyres & Rubber Goods
 A. E. LEJEUNE - Motor Car Mascots

HEAD OFFICE & SHOW ROOM IN PEDDER STREET.

SHIPPING.

TRAGEDY OF AN EMPTY LIFEBOAT.

STEAMER PICKS UP UPTURNED
 CRAFT OF SEAMEN MISSING
 TWO MONTHS.

Mute evidence of the gallant fight made by the crew of the ill-fated United States naval tug "Conestoga" after their craft had foundered en route from Mars Island to Pearl Harbour, Hawaii, was found in an upturned lifeboat off the lower California coast on May 17, by the steamer "Senator," according to a radiogram received by Rear-Admiral Roger Welles from Captain Sobst of the Admiral Line steamers.

Captain Sobst radioed Admiral Welles as follows:
 The steamer "Senator," bound from Corvitz for San Francisco, sighted an upturned lifeboat at 9.30 o'clock this morning in latitude 23 degrees 15 minutes north, longitude 125 degrees 42 minutes west. Boat apparently belonged to United States Navy. We found a letter "C" in brass on bow, removed it and discovered numbered 5,535 underneath. Took off brass letter, but turned boat adrift, as it was in very bad shape. Boat evidently had been in water about two months.

Naval officers of the Eleventh Naval District here say that unquestionably the lifeboat belonged to the "Conestoga." The tug sailed from Mars Island March 27 with a 500-ton steel coal barge in tow and has never been heard of. It carried a crew of 30 officers and men, most of whom hailed from the Atlantic coast.

WHOSE BOAT IS IT?

Captain Sobst will turn the brass plate over to the commandant of the Twelfth Naval District upon arrival at San Francisco.

The following radiogram relating to the unsuccessful search for the ill-fated tug "Conestoga" was received by Rear-Admiral Roger Welles from Rear-Admiral William R. Shoemaker, commandant of the Fourteenth Naval District at Honolulu:

All vessels that have been searching 13 days for the tug "Conestoga" have returned with the exception of submarine 4-14. The vessels systematically covered an area of 500 miles a day during the thirteen-day search, extending from Cahu to Midway islands. "Conestoga" probably lost.

The lifeboat picked up by the steamer "Senator" belonged to the missing tug "Conestoga" was held "very improbable" by Captain Robert Morris, assistant commandant of the Twelfth Naval District.

Captain Morris said that the point where the lifeboat was found was on the route to Panama, 800 miles out of the "Conestoga's" course to Honolulu. He said it was hardly possible that a lifeboat would drift that far in the time specified. Identification by means of the letter "C" is valueless, he said, because of the number of vessels whose names begin with that letter.—San Francisco Chronicle.

GOODS BY SEA.

QUESTION OF LIABILITY.

The conference of the Maritime Law Association of the International Law Association, held at Gray's Inn Hall was devoted to summing up the results of discussions at the earlier sessions. On the question of whether freedom of contract on the part of the shipowners with regard to the carriage of goods by sea should be absolute, or limited by legislation, the majority of the committee favoured a uniform law among maritime States for liability for losses caused by defect of ship or defect in the handling and custody of goods to be obligatory upon the shipowners. The provision was, however, suggested that, following the Canadian statute, if the owner exercised due diligence to make the ship in all respects seaworthy and properly manned, equipped and supplied, neither the ship nor the owner, agent nor charterer, should become responsible for loss or damage resulting from faults or errors in navigation or in the management of the ship or from latent defect.

Mr. Edward F. Nicholls, representing the underwriters, emphasised the absolute necessity in the interests of overseas commerce of ability on the part of shipowners to limit in clear terms the liabilities incurred by them by means of the contracts of affreightment.

It was decided to refer the following questions to the conference of the International Law Association, to be held at The Hague in September: Whether it is desirable in the interests of seaborne trade that the rights and liabilities of the cargo owner and shipowner under all contracts for the carriage of goods by sea should be controlled by State action, and (2) if so, to what extent.

LIVERPOOL SHIPOWNERS' VICTORY.

REDUCED WATER RATES.

Liverpool shipowners have long complained that they were charged too much for water for their ships, and their association have successfully raised the question at the sittings of the Lords' Committee on the

Liverpool Corporation Bill. Mr. J. J. B. said the charge was now 4s. 6d. per thousand gallons, which could not be considered unreasonable. Colonel Davidson, water engineer, in giving evidence, said that in fourteen ports, including Swansea and Cardiff, the charges were higher than in Liverpool. A shipowner paid no rates on his ship, had no meter rent, had practically no minimum to pay, and had nothing to pay for the connection of the main with the ship. He was also given excellent protection by fire hydrants provided at the expense of the Corporation at the docks, and he could always rely upon a full supply of water, however much traders at a higher level of supply might suffer. Again, demands for shipping water varied very much, while other made a regular demand. Sir Norman Hill, the shipowners' secretary, in his reply, said that engineer, Mr. Perry, calculated that by 1910 the Corporation had made a profit of £300,000 on water supplied to shipping. The Committee decided to insert the amendment asked for by the shipowners' Association, limiting the charge for water for shipping to 11s. per cent. more than the charge for water for trading purposes.

GERMANY AND CHINA COAST SHIPPING.

Germans are again unostentatiously becoming active in China coast shipping, according to Shanghai advices to the *Marine Journal*. No less than 22 German steamers are now in Chinese ports. They appear to be well supplied with money. A Chinese shipping company operating about a dozen vessels has engaged a Marine superintendent who before the war was master of a North German Lloyd vessel. Recently, it is reported, an attempt was made to charter a large Chinese vessel to European ports. Afterwards she was to proceed to Hamburg and return with German cargo and German passengers. The scheme seems to have fallen through, however. German business men and engineers are arriving quietly every week.

GENERAL NOTES.

At the River Commissioners' meeting in Newcastle it was reported that here were 244 vessels laid up in the Tyne.

The Robert Dollar Co.'s str. "Robert Dollar" was due to arrive at Shanghai on Friday from Vancouver bringing 1,847,000 ft. of lumber and about 1,000 tons of general cargo. The "Robert Dollar" is an ex-German ship which was allotted to Great Britain by the Reparations Commission and purchased by the company.

To such a pitch has cargo pilfering been carried in Australia that it has been found necessary to appoint a Royal Commission to inquire into the situation and report thereon. One of the points to be studied is whether there is any proof of conspiracy between Customs officers and others to enable pilfering to be carried out successfully.

The a.s. "Cap Arcona," one of the German vessels allocated to France by the Reparations Commission, is due this morning with 493 repatriated Chinese coolies. Before the war she was one of the passenger liners of the Hamburg South America Company. This is her second trip to the Far East with returning coolies from France but her first visit to Hongkong. The "Cap Arcona" is a vessel of 9,832 tons gross and was built at Hamburg in 1907.

Nantes, in response to its request to have freight space placed at its disposal for the Far East, has had partial satisfaction from the Cie des Chargeurs Reunis. This company has promised that its ships shall make Nantes a port of call when outward bound; if notice is given beforehand that reasonable tonnage can be shipped. On the other hand, the line's agent at Saigon is authorised to accept for shipment to Nantes in any single hold a minimum of 100 tons.

The Cunard Line's new building, No. 25, Broadway, New York, which has just been opened, is a great and

THE NEW MARRIAGE.

"MATRIMONIAL CONTRACT."

ACTION FOR BREACH OF PROMISE.

A curious marriage contract was produced in the Mixed Court in a case arising out of an alleged broken promise of marriage. It came out that the girl, who is 24 years old, a native of Szechuen, is of an advanced and highly educated type, having been trained in an Edinburgh college, amongst other places, and also at the London School of Economics. The parties are said to have signed a "matrimonial contract" setting forth that "they have offered their hands to each other in cultured wedlock and will not be enslaved by the harmful customs of the old society and they will in perpetuity preserve their exclusive and undivided affections one towards the other. Under no pretext whatever will the married life of the contracting parties be affected by the admission of a concubine."

Subsequently, there was another contract, which stated: "The two parties have entered into this matrimonial contract in a civilized process, i.e., by mutual consent in lieu of parental decisions, and undertake to liberate themselves from the bad practices of old society and, by maintaining sentiments of mutual respect, they will preserve their mutual affections pure and unalloyed. But the date of the wedding will be determined by the date when the parties are engaged will have been completed."

The court ordered \$2,000 security for the parties to appear in three weeks says the *N. C. Daily*.

SUNSET GLOW BALL.

PARIS PAGEANT OF FASHION.

Hundreds of dancers in magnificent frocks of a hundred hues jangling and jostling under the glow of an artificial sunset of orange and red, was the spectacle to be seen in the Theatre des Champs-Elysees on the occasion of the "Sunset Ball" arranged by the Marquis de Polignac, for the charities of Rheims.

The British Ambassador, Lord Hardinge, together with the Spanish, Italian, and Japanese Ambassadors, sat in the lower boxes of the enormous theatre.

The lighting effects were very remarkable and artistic, and the ballets of the great staircases and the halls of the beautiful salons were hung with red and orange bunting, to harmonize with the scheme of sunset colouring.

The great attraction of the evening was a parade of about 50 mannequins from the leading Paris houses, wearing the latest and most splendid evening frocks.

Such a pageant of fashion has never been seen on a dancing floor in Paris before.

A handsome structure occupying 42,000 square feet, with a frontage on Broadway of 203 feet, 243 feet on Morris-street, and 231 feet on Greenwich-street. The new building is twenty-two stories in height, and is one of the finest structures in the United States. The Cunard Anchor Lines will occupy the first four floors. The main hall, which is entered through two handsome bronze doors, is one of the finest and largest in the city and is surmounted by a dome rising sixty-eight feet from the floor.

As it occasionally happens that reports of courts of inquiry held into the loss or damage of British vessels, which take place in British Possessions abroad are not published, and as it might occur that officers whose certificates were dealt with by these courts would not have the matter brought to the notice of the Imperial Merchant Service Guild, communications were addressed to the Marine Department of the Board of Trade on this subject. The Board of Trade immediately recognised the possibility referred to and have now informed the Guild that in all cases in which certificates are dealt with, or officers censured, a report of the case will be sent to the head office of the Guild.

MODERN JEAN VALJEAN.

DRAMATIC STORY.

CONVICT AS SOLDIER.

It is a dramatic life story that of Jules Carrel, who, escaping from a convict settlement at Gelans ten years ago, has just been arrested at Montmartre, where he was born, and to which he was lured by a feeling of home-sickness. Carrel belonged to the notorious gang of thieves known as the "Salicrains," because they made a specialty of robbing churches. He was sentenced to ten years' hard labour and perpetual banishment, and transported to Gelans. His first attempt to escape was unsuccessful. Later on he and four other convicts decamped. One was shot in the bush; the others managed to leave in a frail boat, but quarrelled during the voyage, and another lost his life. The remaining three succeeded in reaching Europe. Like Jean Valjean, Carrel turned over a new leaf, and became an honest and highly-respected man, working in England and America, where he held good positions in hotels.

When the war came Carrel joined up, and comported himself so well that he was entrusted with dangerous missions. After the armistice he returned to his work in the hotels, this time at Saratbourg and Sarreguemines, where he married a war widow with two children. Then a longing seized him to return to Paris and Montmartre. He was sitting outside a cafe in the Place Pigalle, when a detective with a good memory for faces came along and identified him as an escaped convict. Had he remained away eighteen months longer he would have benefited from the Emancipation Law and been a free man.

A TRUANT TROPHY.

MISSING KRUPPS GUN.

A PENANG COMEDY.

Penangites on their way to business the other morning might have noticed that the famous war trophy, the Krupp gun that mounts guard by way of penance in front of the Supreme Court buildings, had vanished, and with it its smaller companion.

The matter remained a mystery and occasioned a good deal of speculation but a day or two later the Krupp was back again. The smaller gun is still missing. It appears, according to a correspondent of the *Penang Gazette*, that certain ultra patriotic persons made up their minds to combine a public protest with a practical joke. Their grievance is that the gun is being neglected by its custodians. Hence the appearance of a couple of Europeans, a bullock cart, and gang of coolies upon the Supreme Court lawn at 4.30 p.m. on Wednesday. With a great deal of noise but in a workmanlike manner the gun was removed from the platform and attached by a couple of ropes to the bullock cart, then, with one European sitting on the muzzle and another on the tail piece to preserve the balance the gun was slowly hauled out of the compound and along Farquhar Street, where the police were politely requested to give an eye to the traffic, to the E & O Hotel where it was deposited on the lawn facing the sea to the great delight of the visitors and embarrassment of the manager. There it remained all day and as Mr. Sericles is already the proud possessor of two old guns the popular impression was that he had added to his collection. At breakfast time the P.W.D. sent for the gun and restored it to its allotted position.

Miss Anna Dobek has just celebrated her 123rd birthday at Chochow, in Poland. She is sound in body and mind, and attributes her great age to the fact that she has never been bothered with a husband.

Thomas Hale, a cowboy on a ranch near Gregory, South Dakota, captured a live eagle with a larva. Hale saw the eagle swoop down on a calf. Wading under the bird's talons he fell, he rode toward it, roped it, and carried it home.

Thomas Hale, a cowboy on a ranch near Gregory, South Dakota, captured a live eagle with a larva. Hale saw the eagle swoop down on a calf. Wading under the bird's talons he fell, he rode toward it, roped it, and carried it home.

DAIRY FARM NEWS.

REDUCTION IN PRICE OF BUTTER.

"Daisy" \$1.45 per lb.
 "Dairymaid" 1.35 " "
 "Pastry" 1.15 " "

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

TO-DAY'S CABLES.

(Reader's Service in the China Mail.)

THIRD TEST MATCH.

AUSTRALIA BEATS ENGLAND BY 219 RUNS.

SOME INTERESTING PLAY.

LONDON, July 5.

The weather was sunny. There were 7,000 spectators. The night was good. Douglas was not fielding owing to his wife's operation for appendicitis. Runs were easily made. Andrews knocked eight fours. Carter was lucky with unorthodox play. White's bowling was very accurate and the English fielding good. Brown who was lame through being injured in the thigh did good driving. Woolley played excellent cricket for 55 minutes. Jupp and Tennyson played vigorous cricket. Australia won by 219 runs. The scores follow:

AUSTRALIA'S SCORE.

Andrews b Jupp	82
Carter b W. Parkin	49
Pollock b Duckett b White	15
Taylor b Tennyson b White	4
Armstrong	28
Gregory b Jupp b White	3
Handley	11
Extras	17

Total (for seven wickets)..... 275

Australia declared at this score.

BOWLING ANALYSIS.

Douglas took no wickets for 38 runs; White three for 32; Jupp two for 45; Pollock one for 91; and Woolley one for 45.

ENGLAND'S SCORE.

England's score was as follows:-

Hardinge b Gregory b McDonald	5
Brown b W. Gregory	46
Hearn b Taylor b McDonald	27
Woolley b Maffley	37
Duckett b Carter b Maffley	2
Douglas b Gregory	5
Jupp b Carter b Armstrong	28
Tennyson b Armstrong	35
Parkin b Maffley	4
White	3
Extras	3

Total 203

BOWLING ANALYSIS.

Gregory took two wickets for 55 runs; McDonald two for 67; Maffley three for 71; and Armstrong two for six.

COAL STRIKE.

WHAT THE STOPPAGE COST THE GOVERNMENT.

LONDON, July 5.

In the House of Commons at question-time, Sir Robert Horne, Chancellor of the Exchequer, stated that the cost of the Government measures in connection with the coal stoppage was as follows:- Defence force and army reserve, £7,000,000; Navy £1,225,000; Air Force, £350,000; and civil emergency forces £300,000. The subsidy to the miners of £10,000 might be a further charge in respect of coal purchased abroad and the cost of indemnifying the railways.

STANDARD OIL EXPLOSION.

EIGHT PERSONS KILLED AND 26 INJURED.

WYOMING, U.S.A., July 5.

An unexplained explosion at the Standard Oil Company's refinery resulted in eight persons being killed and 26 injured.

BRINGING UP FATHER.

